



PRESS RELEASE

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FIM Grand Prix World Championship

Decisions of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Hervé Poncharal (IRTA) and Biense Bierma (MSMA), in the presence of Carlos Ezpeleta (Dorna), Mike Webb (IRTA, Secretary of the Meeting), Corrado Cecchinelli (Director of Technology), Jorge Viegas (FIM President), Paul King (FIM CCR Director) and Dominique Hebrard (FIM CTI Technical Manager) in a meeting held in Valencia on 23 November 2023, approved the following proposals:

MotoGP™ Concession System – effective season 2024/immediately

2.4.2 MotoGP™ class concession system updated

The MotoGP™ class concession system has been updated. This revised proposal for the criteria for the granting and removal of concessions was agreed unanimously with the MSMA. All factories gave their approval to the proposal for the good of the Championship.

Concessions will be calculated in two windows. The first window is from the first event to the last event of the season. The second is from the first event after the summer test ban to the last event before the summer test ban begins in the following season.

Factories will be classified into four ranks – A, B, C or D – depending on the percentage of the possible maximum points they have accrued in each window. This rank determines the permitted test days and riders, wildcard appearances, number of engines, engine specifications and freezes, aero updates and the number of tyres supplied for testing.

All classes – effective season 2024

1.13.3 Schedule

For safety reasons and for the duration of the event from Wednesday onwards, the use of scooters on track is forbidden with the exception of organisation/circuit workers undertaking setup and maintenance.

1.15.5 Qualification for the Race

In case of a contracted rider not recording a lap time to allow entry to Qualifying for reasons of 'force majeure', Race Direction may grant a waiver to allow the rider to participate.

1.18.13 Start Procedure

During the Warm Up lap of the MotoGP™ Sprint or Race, Race Direction may use the white flag signifying that machine changes are allowed due to rain. Riders may enter pit lane to change tyres or machine and subsequently start the race from pit lane without further penalty.

The proposal is in the interests of safety to avoid riders being forced to complete the Warm Up lap and first race lap on slick tyres in wet conditions.

1.24.5 Finish of a Race

It is clarified that at the end of a race, the first three finishers must proceed to the parc ferme/podium area without stopping at the pit boxes. On-track celebrations, including stopping after the end of the race, continue to be allowed.



2.4.4.2.10 Timing Transponders

In order to assure reliability, it is clarified that the positioning of the timing transponder and antenna, as defined by Timekeeping and the Technical Director, must be respected and not changed without prior approval.

2.4.5.2 Rider Equipment

A new FIM specific marking system (declared by the manufacturer as compliant to MotoGP regulations) for rider protective equipment (leather suit, gloves and boots) was agreed with all equipment manufacturers, and will be mandatory from 2024 in all classes.

3 FIM Disciplinary Code

Various clarifications and wording updates to the Disciplinary Code were made by the FIM legal working group, in order to use more precise legal language where required.

5 FIM Medical Code

Various clarifications and updates to the FIM Medical Code were made by the FIM Medical Commission, in conjunction with the FIM Medical Officer and MotoGP Medical Director, in order to improve procedures and documentation.

Moto2™ and Moto3™ classes – effective season 2024

1.13.1 Schedule

For the Moto2™ and Moto3™ classes, the Friday morning Practice 1 session will be designated as “Free Practice, not timed for Qualifying”.

This is in response to requests from all Moto3™ teams and a large majority of Moto2™ teams for more time to work on machine setup. In addition, this will align the sessions with the MotoGP™ class.

1.15.1.2 Practice and Testing

The number of private test days allowed for the Moto2™ and Moto3™ classes will now be counted for contracted riders only (previously it was contracted riders and teams). This update has been made in agreement with the Moto3™ and Moto2™ teams and in recognition of the fact that many teams also run the same machines in other championships.

2.5.4.1 Machine and Rider Weight

In the Moto3 and Moto2 classes, the weighing of the riders in the parc ferme area will be made immediately upon the rider’s arrival and before they have any interaction with teams and media.

2.6.4.2.3 Steering and Handlebars

In the Moto2™ and Moto3™ classes, the definition of the dimensions and design of the handgrips is further clarified. This will assist in application of the regulation forbidding riding with a hand off the handlebars.

A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the regulation changes may be viewed shortly [HERE](#).

About the FIM (www.fim-moto.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 119 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 70 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Rally-Raid, Speedway and E-Bikes. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.